Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

1-128. (Canceled)

129. (Currently Amended)   A method for utilizing private aircraft as a public passenger transport using a computer-based reservation service, comprising:

receiving pre-scheduled flight data from owners of the private aircraft, the pre-scheduled flight data defining empty leg flights scheduled by the owners outside the reservation service;

receiving from the owners of the private aircraft availability information including predetermined reservation criteria for each of several unscheduled privately owned aircraft empty leg, said reservation criteria including a departure location, a departure time constraint, a minimum number of passengers, and a minimum total payment required to reserve the private aircraft, the departure location being defined by the pre-scheduled flight data;

posting via a computer network the availability information on an electronic medium to the reservation service;

receiving reservation bids from a plurality of independent passengers, each of the reservation bids including a specific destination request and a payment offer;

selecting a number of the received reservation bids, wherein the selected bids collectively match said reservation criteria for an identified private aircraft;

communicating received reservation bids from one or more independent passengers to owners of private aircraft;

receiving any changes in said predetermined reservation criteria from owners of the private aircraft and communicating said changes to each of said independent passengers associated with the bids;

accepting the selected reservation bids;

communicating to each of the independent passengers associated with the selected bids a first notification of the acceptance;

communicating to an owner of the identified private aircraft a second notification of the acceptance; and

transmitting to the owner of the identified private aircraft a passenger list corresponding to the selected reservation bids and a flight schedule that is substantially consistent with the departure time constraint, the departure location, and the specific destination request.

130-139. (Canceled)

140. (Currently Amended) A system for utilizing private aircraft as a public passenger service, comprising:

a reservation service operated by a reservation service owner for use with a plurality of ~~unscheduled~~ airplanes, each owned and operated by a private airplane owner, each airplane owner independent of another such airplane owner and independent of said reservation service owner;

said reservation service to receive electronically from each airplane owner ~~a flight~~ availability of ~~a~~ <u>at least one flight</u> pre-scheduled <u>by the airplane owner</u> ~~flight~~, each of said flight availabilities including a departure location, a list of possible destination locations, a departure time constraint, and a minimum total payment, said minimum total payment expressed as a function of available seats and price per seat;

said reservation service to post via a computer network each of said flight availabilities on an electronic medium;

said reservation service to receive reservation bids electronically from a plurality of independent passengers, said passengers independent of said reservation service owner and said airplane owners, each of said reservation bids including a specific destination request and a payment offer;

said reservation service to communicate received reservation bids electronically to owners of said private airplanes, said reservation service receiving from each owner any changes in flight availabilities including constraints on total payment;

said reservation service to accept a number of said reservation bids and to reserve a matching flight availability if the number collectively satisfies the minimum total payment,

departure location, destination location, and departure time constraints associated with said matching flight availability;

said reservation service to transmit a notification of said reserved flight availability to the owner of said airplane associated with said reserved flight availability;

said reservation service to transmit a notification of said acceptance to each of the passengers associated with the accepted reservation bid;

said reservation service to transmit electronically to the owner of said airplane associated with said reserved flight availability a passenger list and a flight schedule that is substantially consistent with said departure time constraints, said departure location, and said destination location;

said reservation service to schedule a flight for the airplane substantially according to the flight schedule;

said airplane to fly a flight substantially according to said flight schedule;

said reservation service to collect a payment from each of the passengers, said payment corresponding to said payment offer; and

said reservation service to transfer said collected payment to said owner of said airplane associated with said reserved flight availability.

141. (Previously Presented) The system of claim 140, further comprising:

said reservation service to terminate one of said flight availabilities if said reservation service fails to match a number of reservation bids with said flight availability such that said minimum total payment requirement is met.

142. (Currently Amended) The method of claim 129, wherein ~~the scheduled flight data describes an~~ each empty leg is one flight of an origin-destination flight pair.

143. (Previously Presented) The method of claim 129, wherein the departure time constraint is defined by the pre-scheduled flight data.

144. (New) The method of claim 142, wherein the owners schedule the origin-destination flight pairs before the pre-scheduled flight data is received.